



 WE WANT TO HEAR WHAT YOU THINK...

I-5 Everett HOV Lanes Project OPEN HOUSE

November 12, 2002 • 5 pm - 8 pm
Everett Station - 4th Floor
3201 Smith Avenue • Everett • WA

Drop by anytime and talk one-on-one
with project staff about plans to construct

• **HIGH OCCUPANCY VEHICLE (HOV) LANES.**

• **NOISEWALLS.**

• **ADDITIONAL MERGING LANES.**

• **CHANGEABLE MESSAGE SIGNS.**

• **TRAFFIC CAMERAS.**

• **HIGHWAY ADVISORY RADIO.**

Everett Station is accessible to all persons with physical disabilities. Individuals requiring accommodation may request written materials in alternative formats, sign language interpreters, physical accessibility accommodation, or other reasonable accommodations by contacting Victoria Tobin at WSDOT (206)440-4699 on or before 11-5-02

WSDOT assures full compliance with the Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and related statutes in all programs and activities. For more information call the WSDOT Office of Equal Opportunity at (360)705-7095.

 WE WANT TO ANSWER YOUR QUESTIONS...

Website

The I-5 Everett HOV Project website is the best place to get up-to-date and detailed Project information. Log onto <http://www.wsdot.wa.gov/projects/sr526us2hov>

Project Manager

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Washington State
Department of Transportation

I-5 Everett HOV Lanes Planning & Construction Overview

The Washington State Department of Transportation has begun planning for the construction of high occupancy vehicle (HOV) lanes as well as a variety of safety improvements for the stretch of freeway starting at the SR 526 (Boeing Freeway) Interchange and continuing through to the US 2 Interchange Vicinity.

Planned improvements for I-5 through Everett include constructing:

- ▶ Northbound and southbound HOV lanes starting at the SR 526 (Boeing Freeway) Interchange, continuing through to the US 2 interchange vicinity and connecting with the existing HOV lanes.
- ▶ New lanes for vehicles entering and exiting the freeway southbound between the US 2 on-ramp and the Broadway on-ramp and northbound between the 41st Street on-ramp and the US 2 off-ramp. The new lanes will increase safety and improve access.
- ▶ New northbound right-hand exit to Broadway for all traffic. The existing left-hand off-ramp to Broadway will be modified and reserved for HOV traffic only.

The I-5 Everett HOV Lanes Project will also upgrade the corridor's traveler information systems by installing changeable message signs, traffic cameras and a highway advisory radio (HAR) transmitter. Ramp metering is also being considered for selected on-ramps along the corridor.

This project is funded for the pre-design and environmental documentation effort. The design, right-of-way acquisition and construction are not funded in the proposed budget based on the current revenue. The proposed new revenue package includes the funding for those phases. The current overall project cost is estimated at \$230 million.

2002-2007



P R O J E C T T I M E L I N E

(contingent on funding)

2002

- Transportation analysis of I-5: SR 526 to US 2
- Conduct environmental studies including air, noise, water and drainage, biological and wetland reviews
- Host an open house (November 12, 5-8 pm, Everett Station) to present findings to the public



2003-2004

- Prepare and submit environmental assessment document and secure environmental approvals
- Complete roadway designs, specifications and estimates
- Develop right-of-way plans and begin looking for property to install drainage ponds and water treatment facilities
- Purchase area to house new storm water treatment facility
- Advertise and award construction contract

2004-2007

- Construct project
- Assumes project will be constructed using "design-build"



HOV lanes deliver immediate and long-term benefits

I-5 is one of our region's most congested highway, and that congestion is only going to get worse. We simply do not have enough space or money to expand I-5 at a rate that will allow us to keep up with predicted increases in traffic. HOV lanes not only represent planning for the future, they provide many immediate benefits. When traffic is congested HOV lanes carry far more people than a general-purpose lane of traffic. Right now, the carpool lanes on Interstate 5 in north Seattle carry more than twice as many people per lane as each of the adjacent general-purpose lanes during peak hours. As congestion increases, it is expected that more and more people will choose to carpool, vanpool and take the bus in order to enjoy the significant travel-time savings and trip reliability that HOV lanes provide. It makes sense to offer tangible encouragement for people to share rides and use

transit. HOV lanes provide benefits for commuters by fulfilling the vision of moving more PEOPLE, not just more cars.

Increasing Safety is One of the Project's Top Priorities

There is currently an array of difficult on and off-ramp connections in this section of freeway. Adding new lanes for vehicles exiting and entering the freeway will make traveling on I-5 easier and safer. The I-5 Everett HOV Lanes project will also construct standard 10 foot shoulders, giving motorists an area to pull over in case of a break down or emergency.

Environmental Protection in Planning Stages

WSDOT is committed to protecting and improving the environment. Coordination has already begun with Federal and State agencies, the City of Everett, Snohomish County, local utilities and you to assess how this project may impact the ecology of the

surrounding area. While the project's environmental document will address and describe the commitments to reduce, mitigate and avoid potential environmental impacts special attention will be given to issues relating to storm water, wetlands and noise.

Water Quality

As part of the I-5 Everett HOV Lanes Project, all of the highway run-off in the project area will be collected and treated to remove pollution. WSDOT plans to construct drainage facilities as well as redesign the existing storm water and drainage collection system. This storm water treatment upgrade should significantly improve the area's water quality, as currently there are six miles of untreated highway runoff. Although it's anticipated that all of the roadway construction can take place within existing WSDOT right-of-way, collecting and treating large volumes of run-off requires more space than is available within the land adjacent to the freeway and owned by WSDOT. Currently the project team is investigating potential sites, but none have yet been finalized.

Number of vehicles needed to carry 45 people

Bus		
Vanpool		
2+ Person Carpool		
Single Occupant Automobile		

Noise

Initial Project studies have indicated that noise barriers are feasible and reasonable at several locations along the project area. These areas include:

West of I-5 between approximately:

- 75th Street and Lowell Road
- Everett Avenue and 23rd Street
- 23rd Street and Marine View Drive

East of I-5:

- Starting north of the SR 526 interchange and ending at approximately 75th Street
- Running between the proposed Broadway off-ramp and Cascade View Drive.

Because successful noise walls not only block sound, but can also block views, noise walls would be constructed only after securing adjacent community support. For those neighborhoods that qualify for noise walls, individual neighborhood meetings will be held to describe in detail what the noise wall would look like, what views could potentially be obstructed and to obtain permission from those residents most directly affected by noise wall construction. These meetings are planned for Spring, 2003 and are contingent on funding.

For more information about noise barriers, how they work, and where they are most effective, log onto www.fhwa.dot.gov/environment/keepdown.htm